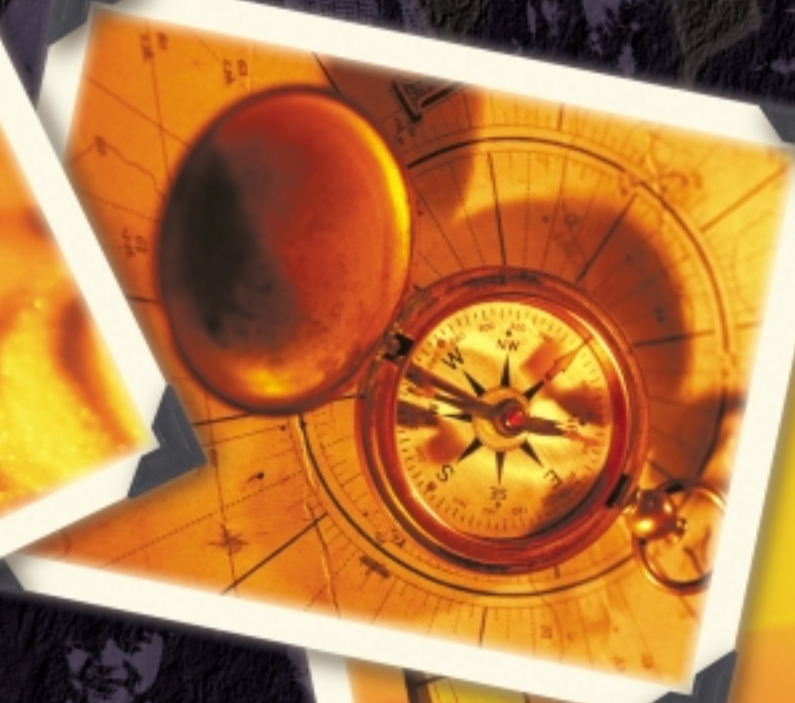
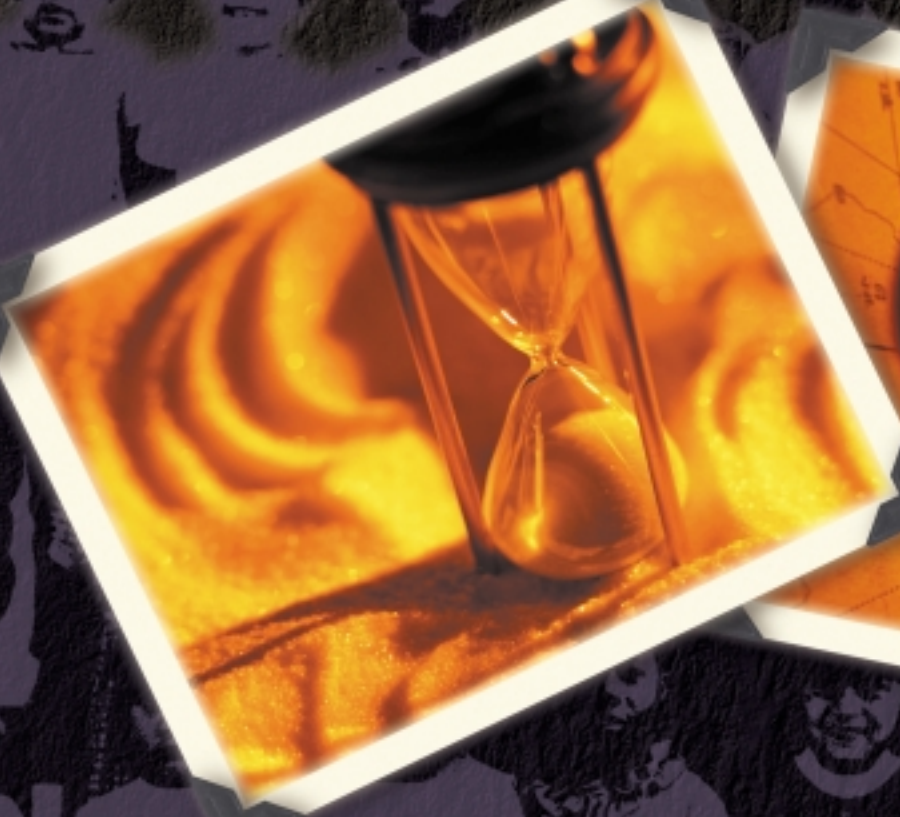


THE STATE OF THE REGION 2000

The Region at the Dawn of the 21st Century



SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS



Spring and First Streets, LA 1898

Courtesy of Photo Collection, Los Angeles Public Library



Street in Ojai, 1933

Courtesy of Photo Collection, Los Angeles Public Library




Beacon Hotel & Gas Station, Barstow, c.1930

Courtesy of Photo Collection, Los Angeles Public Library

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May 2000

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The Southern California Association of Governments (SCAG) is the regional planning organization for 184 cities in the six Southern California counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The organization is charged with examining short- and long-term issues impacting the Southern California region and finding solutions to address those issues.

SCAG has undertaken numerous planning and research efforts to help meet the challenges Southern California faces in the next millennium. One of the Association's major studies, the Regional Comprehensive Plan and Guide, was developed and adopted between 1994 and 1996. The three overall goals of the Plan and Guide are to raise the standard of living, enhance the quality of life, and foster equity. Members of the Benchmarks Task Force, consisting of elected officials and members of the business sector and academia, have identified a number of performance indicators to assess the region's progress toward meeting the goals in the Plan and Guide. The indicators are the foundation for

analysis to develop policies and strategies that local governments can pursue to achieve those goals.

The State of the Region 2000 is the third annual report published by the Association of Governments on performance indicators regarding issues facing Southern California. The indicators were selected for reliability in measuring the outcomes they are intended to track. The indicators are grouped by subject, referring back to sections of SCAG's Regional Comprehensive Plan and Guide and the 1998 Regional Transportation Plan (RTP). The regional indicators are directly linked to adopted policies and guidelines for the region. The report also includes indicators which compare the region with other metropolitan regions in the nation.

The State of the Region 2000 is presented in clear, non-technical language to provide readers with a broad understanding of how the region is changing, and to encourage a dialogue on the steps we need to take to create an equitable, economically vibrant, and environmentally sound society.

SOUTHERN CALIFORNIA IN 2000

Although there may still be some controversy over whether 2000 is the last year of the 20th century or the first year of the 21st, 1999 was in many ways a landmark year for the region.

Most notably, the Los Angeles region, which gave us the word “smog” in 1943 finally dropped out of first place as the nation’s most polluted city, showing a strong continuation of the path toward achievement of national clean air standards by 2010, the target date for most of the region.

Another important positive note: employment levels have bounced back and, except in Los Angeles County, have finally reached those from before the regional recession of 1990-1994. Further, employment shows every sign of continued growth as the economy continues to both strengthen and diversify further, hopefully protecting it from future slumps of the magnitude experienced earlier.

Investment in advanced transportation technologies has now exceeded \$ 1 billion and is rising, suggesting that much of the infrastructure needed to better manage the growing traffic is being put in place.

But along with the good, there are several disturbing signs, pointed out in this report, and on which the region would do well to focus even more attention. Housing supply continues to fall behind demand at an increasing rate, both in numbers and in affordability. Shortages which once affected primarily the lower income groups are now beginning to affect the middle class as well.

The gap between those with good incomes and those without continues to grow and widen, and more and more people in the region have found that their incomes are static or falling in real terms despite the strong economy. Paul Ong’s essay suggests that this gap is not only pervasive and growing, but that it carries within it a potentially explosive situation, which needs to be addressed urgently.

Research from the World Bank and other national and international authorities suggests that education is the primary vehicle for economic and social advancement, yet many of the region’s schools continue to show performance standards well below average. New state and regional efforts have been initiated to reverse this situation, but it is still too early to determine whether they will meet their goals.

And, finally, transportation demand continues to exceed capacity on much of the system for increasingly long periods each day, as more people and more cars continue to seek access to the jobs and amenities of the region, while capacity increases have been almost negligible.

Although long range plans have been adopted to deal with many of these issues, from education to transportation, implementation continues to lag as public agencies come up against limits on their capacity to fund improvements.

Meanwhile, replacement and maintenance costs rise, potentially making it even more difficult to choose between maintaining the existing system and providing badly needed new capacity in areas where population growth is high.

A distinguished visitor from overseas recently remarked that the U.S. had become timid in approaching major issues. The great projects of the past, which had sparked the imagination of millions, such as the California Water Project or the freeway system of the 50's and 60's no longer seem possible in today's environment. SCAG plans suggest that these projects are needed, and in fact have proposed a massive invest-

ment in high technology transportation, freight movement systems and airport capacity. Yet each of these faces serious obstacles, from funding shortages to environmental considerations to local or regional or even national political opposition, often falling under the term "NIMBYism".

Resetting the course toward a more confident future is one of the prime tasks of the region, and in part, it is the expectation that this Report will help the region's residents identify both problems and solutions toward which they will devote their time, energy and resources.

Blessed with a dynamic population, vast resources—particularly financial and intellectual, a climate that is the envy of most of the world, and a long history of success, Southern California now stands at a crossroads. While it continues to be one of the most attractive regions in the country for both domestic migration and immigration, the rising cost of living, housing shortages, low educational achievements, and growing transportation problems increasingly offset the strength of the job market. Although there is still no single region elsewhere that can match the attractiveness of Southern California, many smaller regions are

growing more rapidly, thanks in part to their very lack of size, their acceptable levels of congestion, and the perception that their problems are less entrenched.

Ever since the end of World War II, Southern California has been viewed as a new kind of urban region, a cutting edge model for the future, based on individual mobility, limited government and a willingness to innovate. Each of these tenets has been brought into some question in the recent past, and the trends outlined in this Report suggest the forces that created these questions continue. William Fulton, in his essay, looks over nearly one hundred years of urbanization in Southern California and suggests that we have essentially reached the end of the adolescent phase of growth. The 21st Century will demand a new more mature approach, based less on horizontal expansion, and more on a more efficient reuse of the physical infrastructure. New approaches must be found to deal with problems where the very scale of the Region constitutes a difference not only of size but one of type from that previously known.

The ecological footprint study by the Sustainable Cities Program at the University of Southern California identifies some of the kinds of resource constraints which we, under the pressures of globalization, will have to overcome. As we make more and more of our living from international commerce, our prosperity will become ever more dependent on that of our trading partners. And their prosperity will depend in part on access to the same finite resources for which we must both compete. How well we do then is very much related to how well they do. It will require a greater measure of cooperation than previously known to temper the fierce competition of trade and development.

These are some of the challenges suggested by this report. The very facts of our present success and prosperity argue that, with sufficient understanding and commitment, we shall, as in the past, overcome them. But the question raised by this year's State of the Region report is as much one of evolution as one of growth. We must strive to make our society not only better off economically, but also to ensure that it does a more equitable job of sharing all the benefits of living in the "Capital of the Pacific Rim" in the 21st Century.

THE REGION TODAY

Southern California is one of the largest and most diverse regions in the world, with the most cosmopolitan population. It offers the greatest range of skills and backgrounds found in any metropolitan area, and its economy ranks as one of the largest in the world. Southern California is world-renowned for its mild climate, cultural diversity, and the entertainment industry. However, the region has many other important attributes.

- ▲ **Airports**—The SCAG region has the largest regional airport system in the world. The five urban airports that serve most of the region's aviation demand are Los Angeles International (LAX), Ontario International (ONT), John Wayne/Orange County (SNA), Burbank/Glendale/Pasadena (BUR), and Long Beach (LGB). In addition, Palm Springs Airport (PSP) serves urban areas in the low desert east of the Los Angeles basin.
- ▲ **Ports**—The ports of Long Beach and Los Angeles are the third-busiest container port complex in the world, behind only Singapore and Hong Kong. About one-quarter of all waterborne trade in the country moves through the Los Angeles-Long Beach port complex.
- ▲ **International Trade**—The region is a major hub of international trade, with an unrivaled collection of shipping lines, railroads, motor carriers, air and sea freight forwarders, customs brokers, warehouses, freight consol-

idators, logistics providers, banks, and all of the other entities that make up the infrastructure for international trading.

- ▲ **Manufacturing**—More people work in manufacturing jobs in this region than in any other region in the U.S. Southern California has also more technology-driven companies than the Silicon Valley.
- ▲ **Arts and Culture**—Southern California is the center for arts and culture in the Western United States, with an unparalleled mix of cultural and recreational activities. Theaters, performing art centers, museums, and galleries flourish throughout the region, accompanied by outstanding shopping and dining locations, many in picturesque communities located in natural settings bounded on one side by cliffs and mountains and on the other by the ocean. Numerous community events, programs, and festivals provide a wide range of entertainment.
- ▲ **Open Space and Recreation**—Large portions of the region are national and state parks offering hiking trails and a variety of camping facilities. With its ideal year-round climate and diverse landscape – ocean, mountains, and wide open spaces – Southern California offers a vast variety of recreational activities including hiking, skiing, and water sports.
- ▲ **Educational Institutions**—There are numerous outstanding educational institutions, both public and private, in

the region. The University of California is generally recognized as the preeminent public university system in the world. Three of the nine campuses in the system are in the region, Irvine (UCI), Los Angeles (UCLA), and Riverside (UCR). UCLA is California's largest university, with more than 35,000 students, and is one of the leading arts and cultural centers of the West, with more than 500,000 people attending visual and performing arts programs every year. Thirty-one of UCLA's academic programs are ranked in the top 20 in their field, third best in the nation. UC Irvine is the first public university to receive Nobel Prizes in two different fields in the same year (1995), and it was chosen by the National Cancer Institute to manage the largest information database ever created on the genetic links in human cancer. UC Riverside has been ranked number one in faculty productivity, and eleventh overall among the nation's public research universities. The campus has also led the nation four years in a row in the number of faculty named fellows of the prestigious American Association of the Advancement of Science.

The region is also home to various large, well-known, and respected private universities, including the California Institute of Technology, California Lutheran University, Chapman University, Loma Linda University, Loyola Marymount University, Pepperdine University, the Pomona colleges, Occidental College, Redlands University, and University of Southern California (USC). Other major universities in the region include the seven campuses of the California State University system, at Dominguez Hills, Fullerton, Long Beach, Los Angeles, Northridge, Pomona, and San Bernardino.

The California Institute of Technology in Pasadena is one of the world's foremost research centers, with alumni and faculty winning numerous Nobel Prizes, National Medals of Science, National Medals of Technology, and California Scientist of the Year Awards. Other research centers and facilities in the region specialize in research on cancer, multimedia, jet propulsion, astronomy, and high tech design, such as City of Hope (medical research), RAND Corporation, Art Center College of Design, California Institute of the Arts, Otis Art Institute, and Fashion Institute of Design and Merchandising. The community college system includes over 50 two-year colleges with advanced technology training in many fields.

THE REGION'S COUNTIES

IMPERIAL COUNTY—Farming is the main source of income in Imperial County. At the turn of the 20th century, a canal system was built to bring water to the area from the Colorado River, and this water has created a farming mecca.



Desert Beach, Salton Sea, 1950

Courtesy of Automobile Club of Southern California

The mild winters and hot summers allow plants to grow continuously throughout the year and produce great yields. Well-known amenities include the Salton Sea, the state's largest inland lake, and the Glamis Sand Dunes.



Car on Plank Road, c. 1922

Courtesy of Automobile Club of Southern California



Street in El Centro, c. 1910

Courtesy of Photo Collection, Los Angeles Public Library

LOS ANGELES COUNTY—Los Angeles

County, which includes the islands of San Clemente and Santa Catalina, has a population of more than 9 million, more residents than any other county in the nation, and all but seven states besides California. Based on gross

product, Los Angeles County ranks as the 16th largest economy in the world. Los Angeles County is the nation's largest manufacturing center, with close to 700,000 people working in manufacturing jobs. The county is home to the Music Center, the County Museum of Art, the Museum of Contemporary Art, the Getty

Center, the George C. Page Museum of La Brea Discoveries, the Autry Museum of Western Heritage, Descanso Gardens, the Arboretum, Hollywood Bowl, Greek Theater, Staples Center, and Dodger Stadium.



Alvarado and Wilshire, LA, 1937

Courtesy of Automobile Club of Southern California



Crowd near beach in Ocean Park, Santa Monica

Courtesy of Photo Collection, Los Angeles Public Library



Hollywood Freeway Construction, 1951

Courtesy of Automobile Club of Southern California

ORANGE COUNTY—In the early 1800's Jose Antonio Yorba diverted water from the Santa Ana River to his immense ranch and began the transformation of what had been a barren land into one of the most prosperous agricultural areas in the nation. Orange County has had a series of successful industries, from vineyards and citrus to cattle and silver mining. Today, almost seventy five percent of the jobs are in services, wholesale/retail, and manufacturing.



Amenities include Disneyland, Knott's Berry Farm, Arrowhead Pond in Anaheim, Edison Field, and the Crystal Cathedral.



RIVERSIDE/SAN BERNARDINO COUNTIES

—From an agricultural base, Riverside and San Bernardino counties have experienced growth in commerce, construction, manufacturing, and transportation, all of which contributed to the counties' rapid growth. The Inland Empire's pivotal location makes it a truck transportation mecca.



Riverside, 1929

Courtesy of Photo Collection, Los Angeles Public Library



Magnolia Avenue, Riverside, 1927

Courtesy of Automobile Club of Southern California

The area has the Southland's largest freight consolidation and truck transfer terminals, and it is home to several national trucking companies and a large number of independent trucking firms. Riverside County is home to the Cleveland National Forest, San Jacinto Wildlife Area, Palm Desert's "Living Desert," and Palm Springs Aerial Tramway.

San Bernardino County boasts two national parks—Death Valley and Joshua Tree, as well as the Mojave National Preserve, skiing and hiking at mountain resorts, and the Molycorp Mine, the largest rare earth mine in the world.



Courtesy of Photo Collection, Los Angeles Public Library

Aerial view, San Bernardino, 1924



Courtesy of Automobile Club of Southern California

Footkill Blvd. East of Upland, c. 1929



Courtesy of Photo Collection, Los Angeles Public Library

Theatre, San Bernardino, 1942

VENTURA COUNTY—The major industries in Ventura County include agriculture, oil, aerospace, pharmaceutical, advanced technologies, tourism, automotive, and military testing and development. Port Hueneme is the largest shipper of citrus fruit in the nation, with lemons as the principal citrus export. Bananas are the largest import product. The county is home to the Channel Islands National Park, a 250,000 acre wilderness preserve, and the Ojai Music Festival.



Birdseye view, Ventura, c. 1907

Courtesy of Photo Collection, Los Angeles Public Library



Street in Ventura, c. 1900

Courtesy of Photo Collection, Los Angeles Public Library



Power Plant #1 in San Francisquito Canyon, 1928

Courtesy of Photo Collection, Los Angeles Public Library